

Model building directions/adventures for the “Take Apart” and “Snap-Together” X-Type Jaguar Owner by Mike Powley, the MOTORING MOUTH (Story Board as published in 2005 in the Jaguar Journal, Western Driver & Jaguar Driver)

Not quite a Revell “Snap-Together” exercise but close enough for The Motoring Mouth’s “klutz” skill level in model building. This then bodes well for any other 1:1 scale Jaguar owners who happen to have a X-Type and are up to the challenge of creating their own personal rendition of their favourite “baby Jag.” This project will take the following three sequences and estimated time to complete. (Note this can be done in a slightly different way with the Maisto “S” Type 1:18th scale)

1. The dismantling stage (step 2 to step 3) this at the “klutz level” will take about 2 hours.
2. The exterior painting stage (step 4) this takes your friendly panel beater or auto paint buddy about 10 to 15 seconds!
3. The interior painting stage (step 5) this takes about 10 to 15 minutes, only because you have so many “little bits” to spray. NB set-up on silver paper to avoid excessive sticking by wet “bits”
4. The rebuild stage (step 5A to step 6) this at the “klutz level” took this particular “klutz” about 6 hours! - Hopefully with these directions first time “builder” will be more efficient!

So screw drivers out, as that is all the tools you will really need and begin as follows:

Step 1: If you have a red or silver colour on your 1:1—go no further than to buy either colour in the 1:18th scale Maisto—but if your interior is not of the beige variety (Ivory & Champagne are the factory leathers) offered in either the red or silver variants you may want to read on.

Step 2: Go out and buy a Maisto 1:18th X Type (2001) you should be able to get one at any of the Big Box Stores etc. prices for about \$15.00 to \$25.00 , at a toy show or E-Bay if they are not still available. (Don’t go to specialty shops as you could be paying upwards of \$30.00 for the same thing.) Your purchase out of the box should look like this—see right.



Step 3: Now the “rubber hits the road!” You need to have a friendly panel beater or auto paint shop buddy who has your colour mix available. Once this is established start to dismantle. There are only 3 Phillips screws holding the base of the car to the body shell (1 just to the rear of the steering & 2 just behind the rear wheel wells) so very easy here. However, you then need to undo the two either side of the front wheels to get the under car so the steering assembly comes away; the rear two can stay. The body shell will have a large number of plastic inserts and exterior flashing this all should be removed. Some just “snap out” (rear view mirror assembly for example) others like the flashing, head lights, tale lights etc need a “hot pencil” to loosen the stalks and out they come. So you should end up with a “**pile-”o”-stuff**” as noted here: (scary stuff for klutz’s!)



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Step 4: So, now off you go to the body shop with the outer shell for your 1:1 scale “official” paint colour. This should be timed with the painter when he already has the paint pot with your colour out for some other application otherwise it could cost you some money for his time and set-up effort beyond the 10 to 15 seconds it will take to paint the 1:18th shell. One technical concern here that **BETTERBODZ REFINISH Inc.** proprietor Paul Dereume was worried the new paint might be incompatible with the Maisto finish and would “eat” or wrinkle the finish. This fortunately was not the case. The paint applied here was stock Jaguar Racing Green #C2S-1137HGD (touch up #C2A1051HGZ) . Here to the right is the “before & after shot.”



Step 5: While this is going on you should be spending your next 10 to 15 minutes spraying the interior “bits”. Our choice of paint was plastic compatible “bumper coater” by SEM a nice flat, non gloss SMOKE M #39163—we thought the SEM CHARCOAL #39152 was OK but not as “subtle” as the SMOKE. So here are the interior “bits” all “SMOKED” up & refitted!

Below is a peek at the other interior “fittings” and exterior “bright work” with the tail lights and trunk plinth all back on. The “proof of concept” moment is near!



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“Step 5A”

Just before the “snap it all together” moment!
This picture here represents about an hours “fiddling” to get the “engine” bit in properly so the “bonnet” would shut clean. My biggest challenge so to speak. The “snapping” part was irksome but it did finally “snap” but fiddle you must on this bit. The engine compartment surround was not sprayed but was brush painted the Jaguar Racing Green. Also note the door review mirrors are the correct colour, masked and sprayed. The “mirror” part is a stick in and comes out and goes back OK, same as the rear reflectors—they have a shiny backing to get the effect. The tiny driving lights are a challenge to mask, but don’t forget them.



“Step 6” “Snap it all together now” note: the order of the last bits is door mirrors 2nd last then door panels last; and then “screw in” the Phillips screws and your custom colour Maisto 1:18th Jaguar X Type will be “good to go!” And you can display it with your 1:1 scale at shows to the envy of your fellow competitors & exhibitors as noted here at the Vancouver CXKJR August JCNA concours event.

